

Manitoba and the OPINIONS OF THE

(Toronto Globe Nov. 4th.)

DOMINION PUBLIC WORKS.

The energy infused by Mr. Mackenzie into the operations of the Department he presides over is likely, ere long, to bear fruit in the commencement of those sections of the Canadian Pacific Railway for the construction of which he has taken powers from Parliament. The grading of the Pembina branch is proceeding rapidly, and we believe tenders will be at once issued for the section of the Pacific Road running from the south-east of Lake Nipissing to the Georgian Bay, somewhere in the neighbourhood of the French River.

The road from Fort William to Fort Garry will also at no distant day be placed under construction. As a means of solving the difficulty of carrying a railway across the continent, and as a matter of friendly international rivalry, the commencement of this important section will be anxiously looked for. The Government, we understand, have contracted for a large quantity of steel rails—30,000 tons—for the works already mentioned, and possibly for some portion of the line traversing British Columbia.

(Ottawa Citizen Oct. 29th., 1874.)

MANITOBA.

A TRAVELLER'S SKETCH OF WINNIPEG AND TWENTY MILES DOWN THE RIVER.

(Special Correspondence of the Citizen.)

SIR.—Having made a trip to Manitoba during this summer and resided in the capital of that province for a few months, I venture to write for your paper some observations on that country, under the impression that they may have an interest for your readers.

The City of Winnipeg, lately a wilderness, has now about 5,000 inhabitants, all apparently industrious and thriving, the natural result of active and industrious habits. During my stay of about four months, seventy-five houses were erected. Some half dozen of these are large brick buildings. A Mr. Higgins has built a fine store of brick four stories high, and Mr. Bannatyne one of similar dimensions on the main street. The Government has also erected the custom house and land offices, and the Hudson Bay Company also has its office, all of white brick, handsome buildings and ornaments to the town.

Many of the streets have wide plank sidewalks, and although lumber may be said to be comparatively scarce and dear, these sidewalks would not lose anything compared with those of Ottawa, and evince a more active and enterprising spirit on the part of the Corporation than is displayed by the Fathers of your metropolis.

The Burrows's estate has been added to the city, and surveyed into town lots, and they are selling rapidly. The property is in a good position, commanding a view of the city; it is well drained, and good drinking water is procurable at little depth. On this property path walks are laid, and on the principal streets they are planked. Parks are also laid out, and it bids fair to become a popular place of residence for the best classes.

Westerly of the city the barracks are situated, composed of neatly erected buildings of wood, and calculated to afford quarters to about 400 men, they are kept in the neatest order and reflected credit on the officer then in command, Captain Fletcher, the other

exchange these for flour. Indeed, it is said they would live on flour, so that the trade in that direction is greatly on the increase, and will, ere long, assume greater proportions, as these people are becoming annually more and more dependent upon flour for their subsistence, which they gladly receive in exchange for furs and pemmican, and the Qu'Appelle Treaty, lately so auspiciously effected, will so change the whole character of that most magnificent country that in a few years the through trade will be something enormous; a prospective fact that should influence our Dominion Parliament to build the Canada Pacific with all delay as possible; as undoubtedly strenuous endeavors will—be even now being made, to direct the prospective trade of this newly acquired territory through an American channel, a misfortune greater than which could scarcely befall the Province of Manitoba. Canada's policy should be to anticipate this rapidly growing trade, and provide a channel for it through her own territory. All eastern centres of trade are interested in this. The future of Montreal and Toronto is more intimately connected with the speedy construction of the Canada Pacific than most persons seem to think.

Buildings are going up with unabated vigour, and business generally seems brisk, and the city appears quite lively.

(Montreal Herald Nov. 4th, 1874.)

THE PROGRESS OF WINNIPEG.—From Winnipeg correspondent we have some interesting facts respecting the Province of Manitoba. We jot them down for the information of our readers. He states that the wheat crop in the Province will average about 20 bushels to the acre, and the grass-hoppers owing to the warm and late season, are all hatching out, and will consequently be destroyed by the frosts of winter. The registered emigration of this season numbered over 3,000 persons, besides the hundreds who never report. Large tracts of land have been selected by agents for Scotch, Irish, German and Ontario colonization societies. The prospect of railroad communication is improved by the grading of the Pembina Branch, and the survey of the portages of the Dawson Route, both of which will be commenced early next season. Trade in Winnipeg has been exceptionally good during the past year. The Mennonites alone, of whom 1,200 are settled near the city, having spent over \$50,000 in the city of Winnipeg, for their outfit of lumber, furniture, provisions, cattle and agricultural implements. A hotel has been built for them in the city, and they are enthusiastic over the prospects of their adopted country. Many of them have been at work on the Pembina Branch R. R. One house sold to them in one week, 20 lumber wagons and 30 stoves, with other articles innumerable, other houses doing nearly as well. Building has been actively pushed forward during the summer, some seven brick stores and offices having been erected in Winnipeg, and the population is now about 4,800, or in round numbers 5,000, with an assessment roll of 2,600,000 dollars. A large trade is growing up with the plains at the various half-breed settlements on the Saskatchewan, whose growth will be very much increased by the opening of the navigation to the foot of the Rocky Mountains; the first steamer having passed up this summer easily. Other settlements have extended some three hundred miles

business in an old log shanty, worth in value the estimate cost of the logs of which it was completed; there was then no society, no fashions; only one hotel; religious disputes were unknown, and politics had not been introduced. But witness the change now! Here is a city regularly incorporated, comprising an area of three square miles, with a population of 3,000 permanent residents; with no fewer than 900 buildings, of which upwards of 400 are dwelling-houses, 17 are hotels, 7 are saloons, 23 are boarding-houses, and 421 are miscellaneous buildings, and they may be classified, as follows.—There are 10 grocery stores, 4 dry goods stores, 4 hardware stores, 2 watchmaker's shops, 5 book stores, 2 gunsmith's shops, 2 banks, 4 livery stables, 19 general stores, 3 drug stores, 6 paint shops, 9 blacksmith's shops, 2 barber's shops, 4 harness maker's shops, 1 marble works, 4 carriage maker's shop, 4 printing offices, furniture stores, 4 auctioneers, 3 tobacco stores, 3 boot and shoe stores, 3 photograph rooms, 2 fur stores, 6 bakeries and confectioner's shops, 1 telegraph office, 2 milliner's shops, 2 flour and feed stores, 3 butcher's shops, 2 real estate agents, 7 lawyers, 8 doctors, 1 county court, 1 police court, 1 soda manufactory, 3 saw mills, 1 planing mill, 2 brick-yards, several wind-mills, 2 tailor's shops, exclusive; 1 post-office, 6 churches, 6 schools, and a few more establishments which it is needless to name.

The number of new buildings erected last year will reach 200, and a civic estimate prepared by the assessors gives the following valuation:—

North Ward.....	\$ 317,423
East Ward.....	606,090
South Ward.....	1,264,755
West Ward.....	487,500
Total.....	\$ 2,675,768

This estimate was made for civic purposes, and it is considered underneath a correct estimate. Then with regard to the prices of the lots following from a pamphlet to which I am preparing will be of interest to you readers:

In 1871	In 1874
Average price.	Average price.
H. B. Co., estate, Main st.,	
\$1,000 per lot	\$3,000 per lot.
McDermot's estate, \$75 "	300 "
Mones' estate, \$50 "	200 "
Magnus Brown " \$10 "	50 "
Schultz estate, \$50 "	300 "
Total.....	\$2,675,768

At first real estate appears high to the resident of an eastern city, still it is low when the prospects of the city are taken into consideration. There are already three railroads projected from it, two lines of navigation to the Rocky Mountains already existing, making their junction here, and with a trade and commerce which rank it already the sixth city in the Dominion.

As yet, speculation has not been commenced on an extensive scale, though one operator, Mr. Burrows, has sold over 400 city lots during the past year. This gentleman has done very much towards making the city known by his liberal advertising, and he has displayed unusual enterprise in attracting investments. Having a large tract of some 200 acres (the Magnus Brown property), he not only laid it out and planned it with a fine park in the centre, but dug a drain of two miles in length, and laid down a sidewalk for nearly a mile, and finished up by giving away 50 lots free to attract residents, which wise and liberal course has repaid him a hundred fold, and a number of residences now dot the prairie, where a year ago the long

total amount of duties collected thereon was \$67,471.97. Some of the items are very suggestive. From the United States we imported 27,079 gallons of coal oil, valued at \$5,417. From Canada the "Eastern Provinces" only 750 gallons. We imported largely in the articles of common soap, say 131,252 lbs. value \$7,518—this from Ontario and Quebec. From our cousins in the United States we imported 100,006 lbs. valued at \$15,751 cheese, 17,070 lbs., valued at \$2,035; lard and tallow from the same, 306,091 lbs. valued at \$3,715; malt from the same, 2,345 bushels, valued at \$2,773; meats from the same, 778,184 lbs., valued at \$62,872 tobacco manufactured, and snuff, chiefly from United States at 12¢ p.c. and 20¢ per lb. 162,823 lbs., valued at \$43,774; sugar from different places 911,76 lbs., valued at \$711.81; sugar candy & confectionery, 51,871 lbs., valued at \$10,632; molasses was a pretty large item, 11,133 gallons, valued at \$6,656 carriages chiefly from the United States valued at \$14,085; wearing apparel, cloth 1,302 packages, valued at \$178,733; cotton were pretty large, 1,280 packages valued at \$112,149; dried meats, 1,337 packages, valued at \$14,020; fancy goods 195 packages, valued at \$19,639; gunpowder was unusually large, and amounted to 84,985 lbs., valued at \$16,653; hardware was 9,054 package valued at \$84,967; lumber was 3,240,493 feet, valued at \$53,973; linen was 13 packages, valued at \$12,240; boots and shoes, from different places, 186 packages, valued at \$14,855; manufacturers of wool 10,038, valued at \$23,814; silks, satin and velvets, 85 packages, amounting to \$21,451; woollens, 2,608 packages, amounting to \$291,441; horses, 122, valued at \$11,328; horned cattle, 2,497 head, valued at \$64,090; to (black), 179,571 lbs., valued at \$106,282 green coffee, 7,219 lbs., valued at \$1,836; roasted or ground, 1,525 lbs., at \$324; fishing hooks, lines, etc., 408 packages, valued at \$12,149; eggs, 9,610 doz., valued at \$1,332; flour of wheat and rye, 2,413,095 lbs., valued at \$62,705; meat of all kinds, 83,656 lbs., valued at \$2,874; grain, other than wheat and corn, 1,531,265 bushels, valued at \$2,664; Indian corn, 16,749 lbs., valued at \$619; salt, 132,587 lbs., valued at \$1,782; saw-logs, 253,633 feet, valued at \$1,800. These are among the chief articles imported during last year, and which I find recorded in the Custom-House. Of course a very large amount of goods imported into other parts of the North-West are not mentioned at the Winnipeg office. One firm in the city, Messrs. Kew, Stobart & Co., wholesale dealers, say upwards of \$150,000 worth of goods last year.

COMPARATIVE STATEMENT.

The following comparative statement of the business at the Custom-House for month of July, '73 and '74, is made from official record:—

	1874	1873
Total Imports.....	\$162,688.00	\$56,805
For Home Consumption.....	166,272.00	57,365
Free Goods.....	46,278.00	18,754
Duty.....	5,602.34	6,691

Among the exports for the month the principal item is dressed and undressed furs the value of \$85,665.

The returns during the month of August 1874, are as follows:—

Imports.	1874
Dutiable Goods for consumption.....	\$47,600
Free Goods.....	22
Total Imports.....	\$69,600
Amount of duty collected.....	\$11,462.92

the North-West.

OF THE PRESS.

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Among the exports for the month the principal item is dressed and undressed furs, to the value of \$85,665.

The returns during the month of August, 1874, are as follows:

IMPORTS.

Dutiable Goods for consumption.....	\$47,333
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Free Goods.....	22,374
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Total Imports.....	\$69,709
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Amount of duty collected.....	\$11,462.92
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field is a profitable one for other branches, such as the manufacture of wagons, agricultural implements, flour, stoves, &c., &c.

The population of Winnipeg has again nearly doubled, and now is about 5000 people.

During the past year the city has been incorporated and civic improvements entered upon by the laying of sidewalks and purchase of a steam fire-engine. Lest the ambition to lay out large sums may possess city aldermen, the charter limits the power of taxation to one cent on the dollar.

Notwithstanding the rapid growth and development of the city and its trade there has not been much speculation in real estate, the investments made so far being mostly by citizens and visitors. Lots on main street average \$2,000, in the centre of the city in choice localities for trade; one on the side streets, near the post-office, they bring an average of \$500, and the outlying lots within the city suburbs sell at good prices say from \$100 to \$300 per acre. A few weeks ago, the Mulligan estate of 105 acres was sold to Mr. Burrows at the latter figure.

Of course the growth of the city from 300 inhabitants to 5,000 within four years, has favored the development of property, and some fortunate purchasers have become rich by merely investing their savings in cheap lots. Many lots bought three years ago for \$50, are now worth \$500, and many localities now in the background and to be sold for a song, will be rapidly advanced by the laying of a street railway or other changes. At present, suburban lots are the best investment. The city affords a striking contrast to Montreal in having some wide streets, that may be fairly called avenues, two chains wide, which may afford ample room for tramways without impeding the ordinary traffic.

In estimating the past progress of Winnipeg, the work would be incomplete without reverting to the probabilities of that ratio of increase being sustained in the future. The first great want is railroad communication with the Eastern world, not only through the United States, but also through our own territory. One line we are certain of next year; that to the American boundary line at Pembina, it being already graded, and the other to Thunder Bay will we partly placed under contract before spring. Then as to indications of an increased emigration next summer, we have the marvelous crops raised under adverse circumstances and the great satisfaction expressed by the new arrivals at their prospects in their new homes, notably the Mennonites, of whom 1,200 are now settled; they are highly pleased, and have written glowing accounts to their compatriots in Russia and the United States. Agents have this summer selected 12 Townships for Scotch, four Townships for Irish and more for Ontario people under the very liberal colonization clauses of the Dominion Land Act, so that population is likely to be increased much more the coming season than in the past.

Good coal has been discovered about 400 miles west of Winnipeg.

Any one travelling from Thunder Bay or St. Paul to Winnipeg will readily perceive the advantages which the latter place possesses over every other in the North-West towards becoming the great inland entrepot of the short route across the continent. These advantages are manifold. Seated at the junction of the Red and Assinabeine Rivers, both navigable for hundreds of miles, it commands through Lakes Winnipeg and Manitoba the navigation of the North and South Saskatchewan to the Rocky Mountains; it is the

From these figures we draw the ratio of comparison, which I believe will astound you. Had the United States increased in the same ratio as the Dominion did from 1800 to 1871, it would have been 50,000,000 in 1870. Had it increased in the same ratio as Ontario it would have been 170,000,000.

If the Provinces composing the Dominion (in 1871) increase in the same ratio as they have done since 1800 we shall number over 16,000,000 of people in 1900. Since 1840 the Province of Quebec and New York are equal; but Quebec has increased over Vermont sixty-seven per cent., over Maine fifty-five per cent., over New Hampshire sixty-eight per cent.; but Massachusetts gains upon it 17.5 per cent., and Pennsylvania twenty-four per cent. The Province of Ontario has increased in a ratio of 105 per cent. over Indiana, 175 per cent. over Ohio, 170 per cent. over New York, 153 per cent over Massachusetts. Illinois has increased, over Ontario 182 per cent.

The Province of Quebec and Ontario have increased 50.65 per cent. more than Ohio and Indiana, 72 per cent. more than New York, Pennsylvania and Virginia, and 93 per cent. more than New England. The States of Illinois, Indiana and Ohio have only increased 7 per cent. more in population than Quebec and Ontario. The tonnage owned by the Provinces make us the third maritime power in the world. Our banking capital amounts to \$80,000,000, gold. In addition to all this, our territory is as large as yours own, and our North West is destined to be the granary of this continent. Cities will spring up on Red River, the Saskatchewan, and the great lakes of this region, which will vie in wealth, trade and magnificence with those of "the lakes." Winnipeg may equal Chicago in fifty years.

(From J. M. Vernon's "Cheap Transportation" Montreal Gazette.)

By adopting this policy, the Government saved about \$12,000,000 of useless expenditure to appropriate to the improvement of the Ottawa and French River Navigation, leaving, according to Mr. Shanley's report, only \$2,000,000 more to be provided, to complete this most important water-way. This work is a commercial as well as a political necessity. With the improvements of the water channels between Thunder Bay and Lake Winnipeg, we shall have an unbroken line of navigation from the Rocky Mountains to the tide-water through our own territory, and the products of the Saskatchewan Territory, to be delivered in the ocean ship at Montreal, cheaper than products from west of the Mississippi.

The navigation of the Ottawa and French River is the Key to the entire trade of the Western States. It reduces the distance between Chicago and tide-water, at Montreal, 270 miles, or over 21 per cent., and makes the "Ottawa Route" from Chicago to Montreal, one-third less in distance than to New York via Buffalo and Erie Canal; besides a gain in time of at least 12 days.

The construction of the Pacific Railway, and the construction and improvement of the great chain of water ways, from Montreal via the Ottawa Valley to the Great Lakes, and from there to Lake Winnipeg, and from thence to the Rocky Mountains, have become not only a commercial, but a national necessity.

J. M. VERNON.

Montreal, April 28, 1874.

MANITOBA CORRESPONDENCE.

proved by the fact that the course of the rivers is northward. Thus the writer concludes that our surface soil was laid down by floods as in the fertile land of Egypt.

THE PENITENTIARY.

Building operations on the new Penitentiary have ceased for the season. About 25 men will be kept employed during the winter quarrying and dressing stone. Over 3,000 yards of rock have been excavated; eleven feet of masonry have been built, and 400,000 bricks burnt. The progress made this season is considered satisfactory.

THE PEMBINA BRANCH.

Mr. Whitehead, the contractor, is progressing as rapidly with the grading on this line as the difficulty in getting men and teams will permit. He intends continuing the work as long as the weather will allow this fall, and resume it as early as possible in the spring. It is to be regretted that he cannot get all the laborers and teams he requires. If he could have had all he was prepared to employ from the first, there would have been little left to do in the spring.

EXTRACTS FROM WINNIPEG FREE PRESS.

17th and 24th Oct., 1874.

The warehouse at the steamboat landing is full to overflowing.

Large quantities of lumber are accumulating upon the levee.

Don't be afraid of the fever, or you will be almost sure to get it.

The steamers now-a-days bring in smash-ing big loads of freight.

How short a time the "farthest out house on the prairie" retains its rank. The one of to-day may be third or fourth to-morrow.

THE RAILWAY.—The steamers continue to bring in scrapers, plows, shovels and other railroading paraphernalia for the Pembina Branch contractor, Mr. Whitehead.

Conductor Sargent hauled out 24 cars of Manitoba freight on his trip last Monday, and nineteen cars yesterday. There still remain fourteen car loads in the yard here.—*Glyndon Gazette*.

The auction sale of lots upon the H. B. Co.'s reserve was running on Thursday, Mr. Hayard being auctioneer. Alternate lots are only sold and these brought from \$380 to \$750. In all fifty lots were sold, the average price was \$450.

It is a sufficient indication of Winnipeg's importance to observe "cities" along the Northern Pacific Railroad, and elsewhere, clamoring and fighting to have freight pass through the places indicated.

The St. Vincent train Tuesday night brought in a valuable lot of H. B. Co.'s furs. The train back yesterday morning took eleven car loads of Manitoba freight, including a finely finished Sibley steam fire engine and two hose carts for Winnipeg. — *Glyndon Gazette*, 1st October.

LARGE POTATOES.—In the Lieutenant-Governor's Garden, inside the Fort, were

Many of the streets have wide plank sidewalks, and although lumber may be said to be comparatively scarce and dear, these sidewalks would not lose anything compared with those of Ottawa, and evince a more active and enterprising spirit on the part of the Corporation than is displayed by the city Fathers of your metropolis.

The Burrow's estate has been added to the city, and surveyed into town lots, and they are selling rapidly. The property is in a good position, commanding a view of the city; it is well drained, and good drinking water is procurable at little depth. On this property path walks are laid, and on the principal streets they are planked. Parks are also laid out, and it bids fair to become a popular place of residence for the best classes.

Westerly of the city the barracks are situated, composed of newly erected buildings of wood, and calculated to afford quarters to about 400 men, they are kept in the neatest order and reflected credit on the officer then in command, Captain Fletcher, the other officers at the time of my visit were away with the Lieutenant Governor on a treaty-making expedition with the Indians.

Captain Fletcher has private quarters in his own house, a new brick building near the barracks, furnished in very good taste, and is highly spoken of as a hospitable gentleman-like man. He was formerly an officer in the 60th Rifles, and is popular with military and civilians.

Leaving Winnipeg and going down the river on the right bank, the next place met of importance, distant about eight miles, is called Kildogon, a Scotch settlement made by Lord Selkirk in past days. The farms are good, and productive, and the inhabitants seem happy and prosperous, notwithstanding the visitation of grasshoppers this year, the people informed me that their wheat averaged twenty-seven bushels per acre. The soil is a rich alluvial deposit, and produces all the cereals and most extraordinary root crops.

I have now, sir, given you a bird's-eye view of the noticeable places from Winnipeg for twenty miles down the river for the benefit of future travellers. In my next I will endeavor to afford information as to commercial and agricultural affairs at Winnipeg and the country of Manitoba generally.

A TRAVELLER.

(*Montreal Witness*, Sept. 21.)

FROM FORT GARRY.

(*Special to the Witness*)

FIRST SOD OF PEMBINA BRANCH.

FORT GARRY, Man., Sept. 19.—The first sod of the Pembina branch was turned this morning at 11 o'clock at a point ten miles from this city, near the corner of townships 8 and 9, ranges 3 and 4, to which the road has so far been located. It is not yet decided where the road will enter the city, but it is believed Point Douglas will be the selection.

CORRESPONDENCE.

(*Ottawa Times*, Nov. 9th 1874.)

Enormous quantities of merchandise come down the Red River this season. Owing to the advance of freights by the Kitson line, many have patronized the flat boats, so that these came down from Minneapolis and Moorhead in fleets laden with everything that Yankee ingenuity can devise, in anticipation of Manitoba wants. Many merchants bring their Fall stock this way, and hence the market is full—so full that farmers grumble that there is no market for home produce. At present this country is a convenient market for Minnesota, and the Minnesotans drain us of our surplus cash. People in the older Provinces can form no correct idea of the quantities of groceries and provisions, as well as dry goods and hardware, and manufactured articles imported, and then exported from Winnipeg as a centre, to the distant points of the West. Caravans of ox carts, numbering hundreds, wend their way at the rate of two miles and a half per hour, to the monotonous and savage music of ungreased axletrees of ironless carts, over the unbroken prairie laden with merchandise of all kinds, to supply the increasing demand of what is called the Saskatchewan country. The Indian tribes who formerly lived chiefly on fish, game and pemmican, it is said, gladly

having spent over \$50,000 in the city of Winnipeg, for their outfit of lumber, furniture, provisions, cattle and agricultural implements. A hotel has been built for them in the city, and they are enthusiastic over the prospects of their adopted country. Many of them have been at work on the Pembina Branch R. R. One house sold to them in one week, 20 lumber wagons and 30 stoves, with other articles innumerable, other houses being nearly as well. Building has been actively pushed forward during the summer, some seven brick stores and offices having been erected in Winnipeg, and the population is now about 4,800, or in round numbers 5,000, with an assessment roll of 2,600,000 dollars.

A large trade is growing up with the plains at the various half-breed settlements on the Saskatchewan, whose growth will be very much increased by the opening of the navigation to the foot of the Rocky Mountains; the first steamer having passed up this summer easily. Other settlements have extended some three hundred miles westward of Winnipeg, as far as the Little Saskatchewan, where the Ralston colony is established. A local charter has been obtained for the Manitoba Southern R. R., to start from Winnipeg, to the newly discovered coal field of the Souris River. This is in the hands of D. A. Smith, Hon. John Ross, and some of our Montreal capitalists, and the charter binds them to commence building the road in two, and to complete it within five years. It is fair to suppose that these gentlemen know what they are about, and that the road possesses commercial and financial merits. Some discussion was excited by the dispute regarding the location of the terminus of the Pembina railway, which has been finally settled in favour of Point Douglas, and in consequence, property in that vicinity, known as Magnus Brown Estate has advanced in value rapidly. The principal streets of the city are two chains wide, and will furnish fine room for city tramways whenever these shall be wanted, which the inhabitants hope will be speedily. Winnipeg itself maintains one hundred and twenty establishments for manufacture and trade. It has six churches, six schools, seventeen hotels, and twenty-three boarding houses, all doing well. No business is overdone, apparently not even the churches. The tendency of all the information of this gentleman is to impress us with the fact, that there is building up in our North West, a city that may in the near future become second only to Montreal of the cities of the Dominion. It already ranks sixth in business and importance.

(*Montreal Witness*, Sept. 22nd 1874.)

CORRESPONDENCE.

NORTH WESTERN AFFAIRS.

WINNIPEG, Sept. 5, 1874.

PROGRESS OF WINNIPEG.

Why is it that there are so many people in the Eastern Provinces so apathetic with regard to the great inducements and advantages offered by the whole of the great Northwest? I frequently meet with men from Ontario who have been here prospecting and who, while admitting that, "this is a great country," still tell you that it is rough, and that there is time enough. When the country becomes settled then they will condescend to come and live with us. This is generally the burden of their complaint and philosophy, and while they are waiting for the development, the venturesome and the sensible settler or business man comes along and he makes all the money, and derives all the advantages which are to be had. The rapid, indeed the marvellous growth of this city of Winnipeg is an illustration of the want of foresight and boldness which have characterized many of the earlier visitors who came here in 1869-1870, and who went away, intending to come back when the difficulties were over, and the place had become settled. Those who remained were wise in their generation, and from being nobodies they are now lords of the soil, with thousands of dollars, and are esteemed as the leading men of the place. When I visited Fort Garry in 1860, there were then no stores, except the Hudson Bay Co.'s; and the only free trader who dared to oppose that wealthy monopoly was Mr. McDermott, who did thousands of dollars' worth of

business of an eastern city, and it is when the prospects of the city are taken into consideration. There are already three railroads projected from it, two lines of navigation to the Rocky Mountains already existing, making their junction here, and with a trade and commerce which rank it already the sixth city in the Dominion.

As yet, speculation has not been commenced on an extensive scale, though one operator, Mr. Burrows, has sold over 400 city lots during the past year. This gentleman has done very much towards making the city known by his liberal advertising, and he has displayed unusual enterprise in attracting investments. Having a large tract of some 200 acres (the Magnus Brown property), he not only laid it out and planned it with a fine park in the centre, but dug a drain of two miles in length, and laid down a sidewalk for nearly a mile, and finished up by giving away 50 lots free to attract residents, which wise and liberal course has repaid him a hundred fold, and a number of residences now dot the prairie, where a year ago the long grass waved, and the growth of the city permanently fixed in that direction. The same gentleman has recently laid out the Mulligan property (105 acres), and intends offering it in the market next season. There are some remarkable instances of the use of humble individuals by judicious investments in real estate—one man a year ago had only \$50 of capital; to-day he owns over \$3,000 worth of real estate; another, a clerk in a store, saved a couple of hundred dollars, which he finally decided to invest in a city lot. This sold in a few days at one hundred per cent. advance; then he bought others, and is now the owner of four residences, worth on an average \$1,000 each, and some other property; and instances are numerous of parties who purchased lots two years ago for \$75, now refusing \$500 for them.

The prevailing impression is that the limit of prices is reached for mid-city property. Be this as it may, however, there is no doubt but that the best investment now offering is in the suburban city lots, which may had at from \$20 to \$100, within a mile radius of the Court Room.

The principal streets of the city, and those we may expect to become so, from their being of generous width and continuity, which make them useful as business thoroughfares or attractive for residences, are

First, Main or Garry street, which is the main artery of the city, and on which the business houses extend for a mile or more, running north and south. Next in point of importance is the Fortage Road, the main route west, which strikes from about the centre of the city and stretches west to the Rocky Mountains; then on either side are Broadway to the south and Burrows Avenue on the north, both leading westward, all of which are one chain and a half or two chains in width.

(*Montreal Witness*, Sept. 30th. 1874.)

CORRESPONDENCE.

NORTH-WESTERN MATTERS.

THE HUDSON BAY COMPANY'S PROSPECTS.

WINNIPEG, Manitoba, Sept. 11, 1874. The mere dry details of the trade and commerce of this Province and the territory adjoining on our side of the line, are I fear too much of an imposition upon the patience of your numerous readers, and under ordinary circumstances I would not offer them, but I have lately unearthed some very interesting figures concerning the trade and business of this newly acquired territory of ours, and as they have an application which the business men of the Eastern Provinces cannot overlook, I may be permitted at least to offer them. I find that the value of dutiable

GOODS IMPORTED

into the Province and territory last year ending 30th June, and recorded in the Custom House, amounts to \$1,415,594, the value of free goods being \$381,439, or a total of \$1,797,033. The total value of goods, including some previously in bond, was \$1,472,220. The value of goods in bond from other ports reached \$65,389; the total amount of free goods imported from Ontario amounted to \$800,000; the whole amount of goods imported into the Province from all sources during the year was \$3,662,422, and the

upwards of \$150,000 worth of goods last year

COMPARATIVE STATEMENT.

The following comparative statement of the business at the Custom-House for the month of July, '73 and '74, is made from the official record:—

	1874	1873
Total Imports.....	\$162,688.00	\$56,905.00
For Home Consumption.....	166,272.00	57,369.00
Free Goods.....	46,276.00	18,754.00
Duty.....	5,502.34	6,691.21

Among the exports for the month the principal item is dressed and undressed furs, to the value of \$35,665.

The returns during the month of August 1874, are as follows:—

IMPORTS.
Dutiable Goods for consumption.....
Free Goods.....
Total Imports.....
Amount of duty collected.....

EXPORTS.
Total amount.....
Of this amount furs amounted to \$145,626.
The duties collected during the first week of the present month amounted to \$3,000. I
my next I shall refer to the Bow River County, and the necessity of opening it up immediately for settlement, and in order to prevent the trade being directed via the United States.

(*Montreal Gazette*, Nov. 7th, 1874.)

OUR MANITOBA LETTER.

REVIEW OF THE SEASON—TRADE, BUILDING AND MANUFACTURES—GENERAL NOTES.

(FROM OUR OWN CORRESPONDENT.)

WINNIPEG, Oct. 10th, 1874.

As the season for emigration has above closed, it will be proper to summarise the growth of this city for the year past. First I will remind my readers that just four years ago Winnipeg was found by our brave volunteers of the first expedition, who visited them to plant the Dominion flag over Fort Garry, to be a very scattered Hamlet of about 300 inhabitants. Since then, however, has shown a remarkable progress, near doubling its population each year.

The past season has been one of unusual prosperity and increase, though for many reasons the contrary was feared. The grass hopper cry was raised, but the "barley home" exhibits an average of about bushels of wheat to the acre throughout the Province. The Dominion Government threatened to postpone all public works, but public opinion demanded communication with the great west, and the season's close marked by the completion of the grading of the railroad from Pembina to Winnipeg, the survey of the portages of the Dawson Route preparatory to the giving out of contracts early in spring. The mismanagement of the Dawson Route cast a damper on emigration, but the Emigrant Agent's Register shows an arrival of 3,000 persons to him, besides the hundreds who never report to him. Trade would be dull in Winnipeg and labor unemployed, nevertheless, a house—Kew, Stobart & Co.—has sold during the year \$250,000 worth of goods, and is in such demand that building, grading &c., is delayed for want of hands.

Some idea of the trade centring at Winnipeg may be judged by the fact that the three steamers of the Kitson line, from Mohead to Winnipeg, netted for the owners the International \$50,000, and the Cheyenne \$40,000 each this summer. This besides the flatboat fleet, which numbered the past summer not less than 300.

A great many fine buildings have been erected during the past year, showing great stability and marked improvement in style, notably the Hudson's Bay Company's Law Office, Custom House, Higgins' and Bannatyne's store, Hespeler's Bank, &c. of white brick, and three stories. Over buildings of brick or wood have been erected in the city during the year.

Some advance has been made in the introduction of manufactures: Macaulay's, L. and McArthur's sawmills; McVicars' mill; Mulvey's foundry, and three furnace factories, represent a large interest; an

wards of \$150,000 worth of goods last year.

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1874	1873
Total Imports.....	\$162,688.00
Home Consumption.....	556,805.00
Goods.....	166,272.00
Furs.....	46,276.00
Total.....	18,754.00
5,502.34	6,691.28

Among the exports for the month the principal item is dressed and undressed furs, to the value of \$85,665.

The returns during the month of August, '74, are as follows:—

IMPORTS.

Dutiable Goods for consumption.....	\$47,333
Free Goods.....	22,374

Total Imports.....

\$69,709

Amount of duty collected, \$11,462.92.

EXPORTS.

Total amount.....

\$146,780

Of this amount furs amounted to \$145,620, the duties collected during the first week of the present month amounted to \$3,000. In the next I shall refer to the Bow River country, and the necessity of opening it up immediately for settlement, and in order to prevent the trade being directed *via* the United States.

(Montreal Gazette, Nov. 1st, 1874.)

OUR MANITOBA LETTER.

VIEW OF THE SEASON—TRADE, BUILDING AND MANUFACTURES—GENERAL NOTES.

(FROM OUR OWN CORRESPONDENT.)

WINNIPEG, Oct. 10th, 1874.

As the season for emigration has about closed, it will be proper to summarise the growth of this city for the year past. First I will remind your readers that just four years ago Winnipeg was found by brave volunteers of the first expedition, who visited it then to plant the Dominion flag over Fort Garry, to be a very scattered Hamlet of about 500 inhabitants. Since then, however, it has shown remarkable progress, nearly doubling its population each year.

The past season has been one of unusual prosperity and increase, though for many reasons the contrary was feared. The grass-copper cry was raised, but the "harvest home" exhibits an average of about 30 bushels of wheat to the acre throughout the province. The Dominion Government threatened to postpone all public works, but public opinion demanded communication with the great west, and the season's close is marked by the completion of the grading of the railroad from Pembina to Winnipeg, and the survey of the portages of the Dawson Route preparatory to the giving out of contracts early in spring. The mismanagement of the Dawson Route cast a damper on emigration, but the Emigrant Agent's Registry here shows an arrival of 3,000 persons to settle, besides the hundreds who never reported to him. Trade would be dull in Winnipeg, and labor unemployed, nevertheless; one house—Kew, Stobart & Co.—has sold during the year \$250,000 worth of goods, and labor is in such demand that building, grading, &c., is delayed for want of hands.

Some idea of the trade centring at Winnipeg may be judged by the fact that the three steamers of the Kitline Line, from Moorehead to Winnipeg, netted for the owners—the International \$50,000, and the Selkirk and Cheyenne \$40,000 each this summer. This besides the flatboat fleet, which number besides the past summer not less than 300.

A great many fine buildings have been erected during the past year, showing greater stability and marked improvement in style—notably the Hudson's Bay Company's offices, Law Office, Custom House, Higgins' store, Bannatyne's store, Hespeler's Bank, &c., all of white brick, and three stories. Over 300 buildings of brick or wood have been added to the city during the year.

Some advance has been made in the introduction of manufactures: Macaulay's, Dick's and McArthur's sawmills; McVicars' woollen mill; Mulvey's foundry, and three furniture factories, represent a large interest; and the

Mennonites, of whom 1,200 are now settled; they are highly pleased, and have written glowing accounts to their compatriots in Russia and the United States. Agents have this summer selected 12 Townships for Scotch, four Townships for Irish and more for Ontario people under the very liberal colonization clauses of the Dominion Land Act, so that population is likely to be increased much more the coming season than in the past.

Good coal has been discovered about 400 miles west of Winnipeg.

Any one travelling from Thunder Bay or St. Paul to Winnipeg will readily perceive the advantages which the latter place possesses over every other in the North-West towards becoming the great inland entrepot of the short route across the continent. These advantages are manifold. Seated at the junction of the Red and Assinabine Rivers, both navigable for hundreds of miles, it commands through Lakes Winnipeg and Manitoba the navigation of the North and South Saskatchewan to the Rocky Mountains; it is the centre of trade and distributing point for the whole Winnipeg basin, a fertile tract of over 400,000 square miles, the future granary of the world, and must in consequence be the junction of the American and Canadian Pacific lines competing for the trade of its tributary cities and provinces. It is now the seat of the great fur trade of British America; the head-quarters of the entire trade of the Hudson Bay Company, and the extensive trade of private parties with the increasing half-breed settlements of the Saskatchewan and Bow River, and the seat of religion and education, as well as Dominion and Local Government; besides it having attained a growth that will attract all other influences. More anon.

EXTRACT OF ADDRESS OF J. M. VERNON, Esq., BEFORE COMMITTEE OF MASS. LEGISLATURE, — ON INTERNATIONAL COMMERCE.

First, let us take the foreign trade of Montreal, during the years: 1841, \$3,401,020; 1851, \$11,498,068; 1861, \$27,229,998; 1871, \$54,637,853; 1872, \$62,756,787. In 1867, the first year after the abrogation of the reciprocity treaty, the trade of Montreal was only \$38,711,973, and in 1872, five years after it rose to \$62,756,787, an increase of seventy-two per cent, or 14.5 per cent per annum. This increase has no parallel in the history of any established city. Last year it was \$77,000,000. So much for the abrogation of Reciprocity. Now let us examine the Foreign trade of the Provinces which composed the Dominion of Canada in 1872, viz.: Ontario, Quebec, New Brunswick and Nova Scotia, during reciprocity and after reciprocity: 1856, \$104,299,082; 1861, \$103,535,677; 1867, \$21,701,826; 1870, \$148,387,820; 1871 \$170,266,589; 1872, \$194,070,190. It will be observed that 1867 was the first actual year after the abrogation of "reciprocity." In 1873 the trade amounted to \$235,801,203. The exports from the United States into Ontario and Quebec for the last fiscal year were \$43,289,773. The trade of the Provinces composing the Dominion in 1872 did not increase from 1856 to 1861, and the latter year compared with 1871 shows an increase of \$66,730,912. The total trade of the Dominion in 1872 was equal to \$58.25 per capital. The trade of the United States for the same period amounted to \$28.23 per capital. Had the trade of the United States been equal to the Dominion in ratio to population, it should have been \$2,454,247,000, or 106 per cent. more than it was. The trade of New York is equal to 57.75 per cent of the whole of the United States, and that of Montreal about 32 per cent. of Canada. New York exports 50 per cent, and imports 65 per cent. of the whole foreign trade of the United States. The increase in population is almost as incredible as the trade. You have been led to believe that Canada was a fossil, and her people deserting her. Your politicians have made immense capital upon this point, and our ignorant "croakers" have assisted them. But we must endeavor to disabuse your minds and correct their errors by citing facts. In 1800, the population of the United States was 5,305,925 and the Provinces (now the Dominion) 3,420,000. In 1870, your population was 38,858,371, and ours, 3,486,007 in 1871.

of the Saskatchewan Territory, be delivered in the ocean ship at Montreal, *cheaper* than products from west of the Mississippi.

The navigation of the Ottawa and French River is the Key to the entire trade of the Western States. It reduces the distance between Chicago and tide-water, at Montreal, 270 miles, or over 21 per cent., and makes the "Ottawa Route," from Chicago to Montreal, one-third less in distance than to New York via Buffalo and Erie Canal; besides a gain in time of at least 12 days.

The construction of the Pacific Railway, and the construction and improvement of the great chain of water ways, from Montreal *via* the Ottawa Valley to the great Lakes, and from thence to Lake Winnipeg, and from thence to the Rocky Mountains, have become not only a commercial, but a *national necessity*.

J. M. VERNON.

Montreal, April 28, 1874.

MANITOBA CORRESPONDENCE.

Montreal Gazette, Nov. 9, 1874.

THE LAND WE LIVE ON.

Many theories have been propounded as to the origin and exceeding richness of the soil of our prairie. Its peculiar nature—having no parallel except in the soil of the Valley of the Nile—has excited enquiry and speculation. Fresh interest has been given to the study by the excavation now going on for water tanks along our principal streets. How the deep layer of black mud ever came into existence, is the present subject of investigation. It would appear to be a fresh water deposit, yet it is clear that it has not been formed like the bogs or swamp beds in other places. The absence of the remains of fibres, roots, and decayed wood indicate this. The excavations for our water tanks and the other cuttings disclose nothing but pure mould without a trace of vegetable fibre. A paper, prepared for the *Nor' Wester*, discusses two theories, which might account for the formation. The first is that the level of the land was at one time very much lower than it is now, and the whole country was covered with water, that in the course of centuries this water deposited what is now our soil. The land must thus have risen till there was but a slight depth of water over it, and remained stationary in this condition for a long period, in order to give time for a calm surface of things to prevail, so that the surface might be as it were "levied on." This having taken place, the land was lifted up to its present level, thus forming the smooth plains as we have them now. Though all this is possible, the almost entire absence of shells and the utter absence of vegetable remains render this theory very improbable. The other and more likely theory is, that at intervals immense floods have covered the whole of this prairie region. The last of them must be fresh in the minds of old settlers here, for they had to fly to Stoney Mountain in order to save themselves from its effects. This occurred about twenty years ago, and a great deal of damage was done. Since that time the rivers have worn themselves beds of nearly double their then width, so that no such flood need be dreaded in the future. But in the far back time, when these rivers were small, or scarcely existed, the inundations must have been very frequent and prolonged. From the level nature of the country the water would retire from it very gradually, and it is not too much to suppose that the sediment brought here by these floods and deposited during their continuance may have been the means of forming the alluvial soil of our prairie lands. It is thus that the surface deposit was formed in the Nile Valley, and it is of the same black hue as our own. Finding that the same influences have been at work here as in Egypt, it is reasonable to think that they produce in both places similar results. This would account for the absence of vegetable remains and the absence of shells, and fulfil every necessary condition. Besides, the lie of the land gradually slopes towards Lakes Manitoba and Winnipeg, as if the floods coming from the south had made their heaviest deposits there, while they became higher and lighter as they approached these lakes into which they poured. The country is higher as we go south, which is

The auction sale of lots upon the H. B. Co.'s reserve was running on Thursday, Mr. Hayard being auctioneer. Alternate lots are only sold and these brought from \$250 to \$750. In all fifty lots were sold, the average price was \$450.

It is a sufficient indication of Winnipeg's importance to observe "cities" along the Northern Pacific Railroad, and elsewhere, clamoring and fighting to have freight pass through the places indicated.

The St. Vincent train Tuesday night brought in a valuable lot of H. B. Co.'s furs. The train back yesterday morning took eleven car loads of Manitoba freight, including a finely finished Silsby steam fire engine and two hose carts for Winnipeg. — *Glyndor Gazette*, 1st October.

LARGE POTATOES.—In the Lieutenant-Governor's Garden, inside the Fort, were grown this season the following quantities of potatoes from 1 lb. seed each of the three varieties named: Vermont early 64 lbs; Burnell's Beauty, 49 lbs; East Vermont 62 lbs. Of the last two varieties one potato of each weighed respectively 2 lbs. 10 oz., and 3 lbs. Had it not been for the grasshopper incursion much more astonishing results than these could have reasonably been expected.

In series of articles recently, the St. Paul Press favors Grand River improvement scheme, which is no less than the connecting of the Saskatchewan country in British America, with St. Paul, by navigable waters. The Minnesota River is to be made navigable to Big Stone Lake, a canal to be cut between Big Stone and Traverse Lakes, and the Sioux Wood and Red Rivers to be improved. Something will be done also at the portage which is caused by the rapids near the mouth of the Saskatchewan.

BUILDING.—And still the new buildings spring up as by magic. If you take a short cut across a vacant lot in the North Ward as you come from dinner, the chances are that you stumble up against a building if you attempt to return by the same way in the evening. At the back of the city people are obliged to go frequently in order to get the run of the new buildings sufficiently to avoid being lost in the maze. The territory in the rear of the Roberts House is also filling up rapidly and several fine new buildings are there in progress, among others those of Messrs Rossitor and Northgraves.

THE MENNONITES.—Mr. Hespeler and Mr. Goulet have just returned from the Mennonite settlement. They report that everything there is bustle and activity. A new road has been opened up to the settlement, one that is dry and good all the year round. Both these gentlemen state that the settlement is now a pattern institution worthy of older and more pretentious localities. The extent to which improvements have been carried on makes the place look more like a settlement of 20 years old. Numbers of houses have been built; and others in course of building. The community is as busy as beavers.

PUSH IT.—The steamboat meeting, held last Saturday night was largely attended, and much interest was manifested. The object was thoroughly discussed, and after a full understanding as to the mode of accomplishing the object in hand, a committee was appointed to draw up articles of incorporation for a stock company, with a \$50,000 capital and \$30,000 as a limit of liabilities. A paper was circulated among those in the room, and the handsome sum of \$21,500 signed in stock. As stated last week, it is designed to build two steamboats and as many barges as needed, the same to operate between Moorhead and Fort Garry. The name of the company is to be "The Merchants International Transportation Company." More anon.—Moorhead Star.